

PHILADELPHIA HISTORICAL SOCIETY PROPOSAL STAMPS DRAWER 21

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PHILADELPHIA: M.C.



# Philately

## Proposed Stamps

Excerpts from newspapers and other  
sources

From the files of the  
Lincoln Financial Foundation Collection

SUNDAY, MAY 5, 1940.

## Lincoln Flatboat Landing Marker Is Accepted By Historical Society

### Spencer Unit Hears Report On '43 Stamp

ROCKPORT, Ind., May 4.—(Special)—County Historical Society at a meeting this week accepted the marker at the old lower landing, known as the Lincoln Flatboat landing, on the Ohio River in this city. The society sponsored the marker's erection. Miss Laura Mercy Wright, president, reported on the Lincoln memorial statue proposed by the Boonville Press Club to be erected at Lincoln Road Side Park on Anderson River, in Spencer County. The park has been transferred to Southern Indiana Civic Association for sponsorship.

Hilbert Bennett, chairman of the Nancy Hanks Lincoln special Mother's Day stamp to be issued in 1943, at the request of the society, reported he had received 50,000 signatures to a petition asking the government to issue this three-cent stamp.

The society will sponsor a Mother's Day program Sunday, May 12, at Old Pigeon Baptist Church. Mrs. Bess V. Ehrmann, Mrs. Alda McCoy Honig and Mrs. A. R. Gentry were appointed to a committee to make arrangements. Dr. Lewis A. Warren, Ft. Wayne, will speak.

Rev. Wilbur M. Allen, pastor

*file : Proposed postage stamps*

May 18, 1987

Ms. Ruth E. Cook  
The Louis A. Warren  
Lincoln Library and Museum  
1300 South Clinton Street  
Box 1110  
Fort Wayne, Indiana 46801

Dear Ms. Cook:

Thank you very much for the note about the Lincoln Highway Bridge.

My apologies for the long delay in writing - my only excuse is that I have been busy!

Currently I am planning to leave here on May 27th for a trip to include several car shows, but primarily to go to Times Square in New York City to start a trip across the Lincoln Highway which will conclude at the "End of the Lincoln Highway" in front of the Palace of the Legion of Honor in Lincoln Park in San Francisco.

Right now, my itinerary indicates that I will be in Fort Wayne on June 18th, July 16th and August 12th. If the rededication of the Bridge would take place anywhere near any of those dates (the article says the bridge is expected to be completed by the fall of 1987), I would sure like to know and I will try to be there. If it is after September 9th, I will have completed my trip across the Lincoln Highway and I would try to return, if at all possible. I would appreciate it if you would keep me apprised of this - I am truly interested.

It is also a fact that my plans will include arranging "The Great Lincoln Highway Tour" for the summer of 1988, promoting a commemorative stamp for the Lincoln Highway in honor of it's 75th Anniversary (1988, of course!), and raising money to complete my Lincoln Highway Museum.

Although I have retired from teaching, along with working on the book about my adventures researching the Lincoln Highway, doing more research about the Lincoln Highway, and assisting (volunteer) at least once a week at the nearby Elementary School, I seem to be keeping very busy! But it is enjoyable "busy"!

I have also purchased a new computer and hope to get all of my reference material into a "file" program so that when someone wants to know what I have, I will be able to give them a printout from a number of different references. It will surely be more useful than what I do now. And it should also serve the purpose of getting it all in order. My collection is becoming rather extensive.

Thank you again for the newspaper clipping. Fortunately last summer I took quite a number of pictures of the bridge!

I will be looking forward to seeing you again this summer.

Sincerely,

*Lyn*

Lyn Protteau  
P. O. Box 255185  
Sacramento CA 95865

January 16, 1987

The Honorable Elizabeth H. Dole  
Secretary of Transportation  
Washington, D.C.

Dear Mrs. Dole:

One of the most significant Anniversaries in the History of Transportation should be recognized during the year of 1988. On July 1, 1913, the Lincoln Highway Association became an entity and proclaimed the route of the Abraham Lincoln Memorial Highway, and thus it will be reaching its 75th Anniversary!

The Lincoln Highway was the first proclaimed, marked, promoted and advertised transcontinental highway for automobiles. Starting at Times Square in New York City, it ended in Lincoln Park in San Francisco after traversing twelve states enroute. It was famous for its innovations in highway construction as well as for the many markers and monuments along its route. It was also the path of the First Army Transport Convoy which departed from the Zero Mile Marker in Washington, D. C. and joined the Lincoln Highway in Gettysburg, Pennsylvania, arriving in San Francisco some 62 days later.

Prior to the implementing of the U. S. Highway system of numbering, it was undoubtably the most well known Highway in the United States. Its renown was worldwide.

It is therefore that I respectfully request that the Department of Transportation lend support to a recognition of this Highway during the year 1988 in the form of a Resolution recognizing the Lincoln Highway's Anniversary, encouraging the issue of a twenty-two cent commemorative stamp, and assisting in the initiating of appropriate celebrations all across the Country.

As a Highway Historian, I have been researching the historic highways of the United States for many years, including an in-depth study of the Lincoln Highway. This Highway has been moved, realigned over itself in some places and under newer highways in others, abandoned in part, but is still in use for a remarkable number of miles.

In the words of Federal Highway Administrator Ray A. Barnhart during a recent visit to Sacramento, "The highways played a major role in opening up this country to economic development and job opportunity.

"The future is the same thing. We are dependent on highways. Ninety-some percent of everything we eat, we use or produce moves on this highway system."

As the Highway that first promoted "See America First" and was called "The Main Street of America," it seems fitting that this great Roadway be given proper recognition during the year 1988.

May I hear from you concerning the honoring of our "First Transcontinental Highway."

Sincerely,

Lyn Protteau  
Highway Historian  
P.O.Box 255185  
Sacramento CA 95865





U.S. Department  
of Transportation

Federal Highway  
Administration

APR 7 1987

400 Seventh St., S.W.  
Washington, D.C. 20590

REFER TO:  
HNG-1

Ms. Lyn Protteau  
P.O. Box 255185  
Sacramento, California 95865

Dear Ms. Protteau:

Thank you for your January 30 letter to Secretary of Transportation Elizabeth Hanford Dole concerning the Lincoln Highway. You asked us to support your call for a 22-cent stamp to commemorate the 75th Anniversary of the Lincoln Highway in 1988. I apologize for the delay in answering your letter, which we received on March 31.

We called the United States Postal Service last week to find out if the Citizens' Stamp Advisory Committee (CSAC) had acted on your request for a Lincoln Highway commemorative stamp. On March 13, the committee rejected the request. Your proposal apparently met the CSAC's criteria, or its members wouldn't have considered your proposal. However, I wasn't able to find out why the CSAC exercised its discretion to reject the idea.

I agree with you that in its day, the Lincoln Highway was the premier highway in the United States. That's only part of its significance, though. Carl G. Fisher and the Lincoln Highway Association always stressed they were interested in more than just a "coast-to-coast rock highway." They wanted their highway to be an "object lesson" that would inspire the country to build similar highways in other locations. Whether publicizing the 14-cent contribution to the cause by a small group of mission school children from Anvik, Alaska, or designing the "Ideal Section" in Indiana, the association never lost sight of its dual goal.

In the mid-1920's, the Joint Board of Interstate Highways created the U.S. numbered system. Soon, the named trails, including the Lincoln Highway, passed into the history of a pioneer period in the evolution of our Nation's automobile highways. A reminiscence written in February 1967 by E. W. James, Secretary of the Joint Board, reflects the importance of the Lincoln Highway Association at the time. After the numbering scheme was set, James contacted the association:

Having assisted the Lincoln Highway Association in the First World War, I next went to Detroit to their headquarters and laid my scheme before them, very frankly telling them that it would mean the end of the Lincoln Highway Association, the Dixie, and all others. They understood it all; said they were for a big plan for roads across the U.S.; would be with my scheme if I would give the Lincoln Highway recognition so far as possible in the No. 30. I agreed to do all I could to put

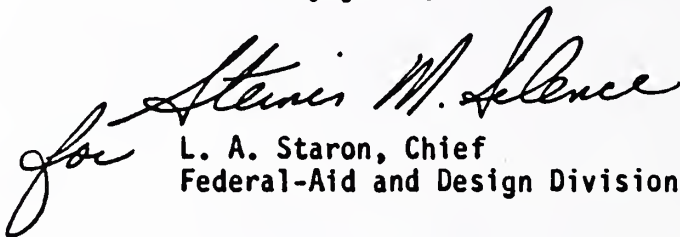
it across, and so had their support toward washing out all the named routes. They were the strongest of all the Associations and with them with us, who could be against us?

I think Carl Fisher, had he lived, would have been proud on June 29, 1956. That's the day President Dwight D. Eisenhower signed the Federal-Aid Highway Act of 1956, launching the National System of Interstate and Defense Highways. Although the Lincoln Highway Association, the National Highways Association, the named trails organizations, and many of the other "Good Roads" advocates of the first part of this century have been forgotten for the most part, the Interstate System is their grandchild.

Incidentally, Fisher would have had special cause for pride in 1956. President Eisenhower first saw the value of good highways when he spent 62 days on the Lincoln Highway with the first army coast-to-coast convoy, the one you mentioned.

Highway historians will always honor the Lincoln Highway and the Lincoln Highway Association for their role during the transition years from horse-and-buggy days to the automobile era. I don't think the Federal Highway Administration will initiate ceremonies related to the 75th Anniversary of the Lincoln Highway. However, our Office of Public Affairs is aware of the occasion and will probably include an article about it in an issue of our newsletter, U.S. Highways, next year. Public Affairs will also consider other significant publicity opportunities, so I hope you'll let us know of any events. If you send us information, please mark your envelope: ATTN: Richard F. Weingroff, HNG-1.

Sincerely yours,

  
L. A. Staron, Chief  
Federal-Aid and Design Division





U.S. Department  
of Transportation  
**Federal Highway  
Administration**

APR 17 1987

400 Seventh St., S.W.  
Washington, D.C. 20590

REFER TO:  
HNG-1

Ms. Lyn Protteau  
P.O. Box 255185  
Sacramento, California 95865

Dear Ms. Protteau:

Your January 30 letter about a Lincoln Highway stamp started us thinking.

Although the Citizens' Stamp Advisory Committee rejected your proposal, we thought a second, expanded effort would be worth a try. I'm enclosing the result, an April 15 letter from Federal Highway Administrator R. A. Barnhart to Postmaster General Preston R. Tisch recommending a series of stamps showing "Highways That Changed America." The roads we recommended are the National Road, the Oregon Trail, the Lincoln Highway (and the named trail associations), U.S. 66 (and the U.S. numbered highways), and the Interstate System. Narrowing the proposal to these five wasn't easy (how could we leave out Daniel Boone's Wilderness Road or the Santa Fe Trail?), but we didn't want to overdo it.

The United States Postal Service receives over 1,500 stamp suggestions every year. Obviously, the odds are against any proposal, including ours. However, I hope you like the idea. We'll let you know the result.

Thanks again for writing.

Sincerely yours,

*for Steven M. Silence*  
L. A. Staron, Chief  
Federal-Aid and Design Division

Enclosure

DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
WASHINGTON, D.C. 20590

ICE OF  
NISTRATOR

April 15, 1987

IN REPLY REFER TO:  
HNG-1/HPA-1

The Honorable Preston R. Tisch  
Postmaster General  
United States Postal Service  
475 L'Enfant Plaza, SW.  
Washington, D.C. 20260-0010

Dear Mr. Tisch:

I'm writing you today with a suggestion for several stamps on the theme of "Highways That Changed America." I think this theme would be ideal for your commemorative or transportation series and hope you'll pass it on to the appropriate staff for consideration.

Our idea began with a letter we received recently from a highway historian, Ms. Lyn Protteau of Sacramento, California. She asked us to support her request for a commemorative stamp honoring the 75th Anniversary of the Lincoln Highway (I'm enclosing a reference copy of our correspondence). The Citizens' Stamp Advisory Committee rejected her proposal on March 13. However, her suggestion started us thinking about a broader scheme, one that would honor the role highways have played in the history of the United States.

Our idea would honor the following "Highways That Changed America":

The National Road--This highway from Cumberland, Maryland, to the Ohio River (eventually to Vandalia, Illinois) was the Federal Government's first major road construction project. It helped keep the Union together in the early 1800's.

The Oregon Trail--Representing the pioneer trails that helped expand the Nation and forge our national character.

The Lincoln Highway--Representing the hundreds of named trails that served this country during the transition from horse-and-buggy days to the automobile era.

U.S. 66--This route is the most famous of the U.S. numbered highways that replaced the named trails in the 1920's. Aside from its enduring fame in song (Bobby Troup's "Route 66") and its use in the "Route 66" television show, U.S. 66 played an important role as the migrant trail of Dust Bowl days.

The National System of Interstate and Defense Highways--In proclaiming "National Interstate Highway Day" in June 1986 to honor the 30th Anniversary of the System, the President said, "As the world's largest and most successful transportation and public works project, it has enhanced

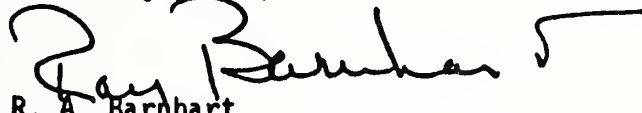
travel and has helped join the Nation together to supply raw material, finished goods, food, and other essential products and services, and contributed to the national defense."

I'm enclosing the proposal.

As far as we can tell, stamps have honored only one road, the Great River Road (a 5-cent stamp issued in October 1966). Stamps have featured steamships, railroads, the Eads and other bridges, electric streetcars, U.S. air mail service, the American Automobile Association, the B&O Railroad, and many other important achievements in transportation, even tow trucks. I believe the time has come to honor "Highways That Changed America." I hope you agree the idea is worth considering.

If we can provide any additional information that would help your staff consider this proposal, please contact our Public Affairs Director, Mr. Eric L. Bolton. His telephone number is 366-0660.

Sincerely yours,

A handwritten signature in dark ink, appearing to read "Ray Barnhart", with a long horizontal flourish extending to the right.

R. A. Barnhart  
Federal Highway Administrator

2 Enclosures

cc:

Ms. Lyn Protteau  
P.O. Box 255185  
Sacramento, California 95865



## HIGHWAYS THAT CHANGED AMERICA

### STAMP SERIES PROPOSAL

BY THE

### FEDERAL HIGHWAY ADMINISTRATION

The Federal Highway Administration (FHWA) proposes a series of stamps to honor "Highways That Changed America." These stamps would be part of the commemorative or transportation series.

When the American colonists left their towns along the Atlantic Coast and on the river "highways," roads became vital lifelines. At first, old Indian trails served the colonists. Gradually, though, as our population spread out, new roads were needed. From these earliest days, highways helped shape America, forge the American character, and encourage the commerce and security that are the basis for much of this country's success.

To honor the role highways have played--and are playing--in our history, the FHWA has selected several "Highways That Changed America." All are important in their own right; some also are representative of a type of road that changed our country. But all are worthy of honor.

The highways proposed are:

#### The National Road

The National Road, also known as the Cumberland Road and the National Pike, was the first major highway project undertaken by the United States. President Thomas Jefferson signed an act in 1806 authorizing the road from Cumberland, Maryland, to the Ohio River. The road was financed by a "two percent fund" derived from the sale of public land in Ohio. Eventually, the National Road reached Vandalia, Illinois. The attached article by Albert C. Rose on "The National Pike or Cumberland Road" (Road Builders News, April 1938), discusses the history and significance of the National Road. Rose cites several reasons why the National Road "... stands first in the list of trancontinental roads in the United States ...." Most importantly, it helped "... preserve the Union by providing a connecting link across the Alleghany mountain barrier between the thirteen original states ... and the growing settlements in the West."

Suggested stamp design: a stagecoach and a Conestoga wagon in front of a roadside inn.

#### The Oregon Trail

The Oregon Trail and the other emigrant trails it represents are a reflection of the restless spirit of America. Today, we have a hard time imagining the hardships experienced by pioneers on these broad trails across unknown dangers. To an extent, the difficulties

of the trails brought out the best and the worst in human nature. For the most part, though, the pioneers accepted the dangers with the weary resignation seen on the faces of the unknown emigrants pictured on the cover of the August 1986 issue of National Geographic. The introduction to the accompanying article, "The Itch to Move West" (copy attached), tells the story: "Hopes of carving a future from an unknown frontier changed the shape of America as nearly half a million pioneers streamed west in the mid-19th century. When the dust cleared, the United States had achieved continental breadth and power."

Suggested stamp design: a family of pioneers walking alongside their oxen and covered wagon.

### **The Lincoln Highway and the Named Trail Associations**

The railroad brought an end to the era of the wagon train. It also brought on the "Dark Age" for highways in the United States. By the end of the 19th Century, roads between cities, particularly west of the Mississippi River, were usually dirt trails, little more than paths that became impassable in bad weather. The Federal Government wasn't building roads and many States were prohibited by their constitutions from funding "internal improvements." The bicycle craze of the 1890's led to good roads booster groups, which became even more influential with the coming of the automobile. Out of this movement came the private named trail associations that began development of the Nation's interstate highways (roughly 1910 to 1926). Each association identified a route, named it (often after a famous individual, place, or event), marked it (usually by painting the association's colors and symbol on telephone poles or anything else along the road), and solicited funds from the public for use in persuading government officials to improve the route. These groups and other good roads boosters helped get the Federal and State governments back into the road building business, with the most significant event occurring in 1916 when President Woodrow Wilson signed the Federal-Aid Road Act that laid the foundation for today's Federal-aid highway program. The importance of the named trail associations can be seen by looking at the attached 1923 "Midget Map of the Transcontinental Trails of the United States." All the roads shown are privately named trails.

The most famous named trail was the Lincoln Highway, conceived by automotive entrepreneur Carl G. Fisher in 1912 as a "coast-to-coast rock highway" from New York City to San Francisco. The Lincoln Highway Association, like many of the named trail boosters, had a dual purpose. First, the association was dedicated to construction of its transcontinental road. Second, it wanted to inspire others to improve roads throughout the country. On the first point, the Lincoln Highway Association succeeded. The Lincoln Highway was the premier road of its era, one all others were compared with. On the second, the Lincoln Highway Association and the other named trail associations and Good Road boosters were the connecting link between the Dark Age of horse-and-buggy days and the era of Federal and State involvement in construction of interstate highways. Eventually, the



trail associations were so successful that they literally outgrew their usefulness, bringing on their own end. In their day, though, they were a marvel. In the attached article on the Lincoln Highway from the August 1985 Smithsonian, Drake Hokanson quoted New Yorker Beatrice Massey, who traveled the route in 1919: "If you want to see your country, to get a little of the self-centered, self-satisfied Eastern hide rubbed off, to absorb a little of the fifty seven (thousand) varieties of people and customs, and the alert, open-hearted, big atmosphere of the West, then try a motor trip (on the Lincoln Highway). You will get tired, and your bones will cry aloud for a rest cure; but I promise you one thing--you will never be bored!"

Suggested stamp design: the red, white, and blue Lincoln Highway Association symbol (copy attached) and a picture of Abraham Lincoln.

### U.S. 66 and the U.S. Numbered System

By the mid-1920's, the named trails had become a confusing tangle. Many overlapped; some sections carried the markings of two, three, even seven trails. Duplication of routes, faulty location and resistance to correction were other problems. Also, a few named trail associations were designed primarily to benefit the promoters, not the motoring public. Because of these and other problems, State and Federal officials created the Joint Board of Interstate Highways in 1925 to develop a uniform system of marking to replace the named trails. The board conceived the U.S. numbered system and reported its findings in late 1925. The designated system included the main interstate lines over the shortest routes and the best roads. The attached article by E. W. James, a key member of the Joint Board, summarizes the early history of the U.S. numbered system (American Highways, October 1933).

Many of the U.S. routes have an enduring popularity of their own, but U.S. 66 is probably the most famous and the most beloved. Its fame today rests largely on Bobby Troup's song, "Route 66," and Sterling Silliphant's television show of the same name, as well as a nostalgia for an earlier era. However, the highway's place in our history stems from its role during the Dust Bowl years of the Depression. No one has explained the meaning of this route of desperation and hope better than John Steinbeck in The Grapes of Wrath. He called U.S. 66 " . . . the path of a people in flight, refugees from dust and shrinking land, from the thunder of tractors and shrinking ownership, from the desert's slow northward invasion, from the twisting winds that howl up out of Texas, from the floods that bring no richness to the land and steal what little richness there is there. From all of these the people are in flight, and they come into 66 from the tributary side roads, from the wagon tracks and the rutted country roads. 66 is the mother road, the road of flight." Thomas W. Pew, Jr., quoted this passage in the attached article on "Route 66: Ghost Road of the Okies" (American Heritage, August 1977).

Today, U.S. 66 has disappeared, swallowed by the Interstate System. The number has been taken off the books. But the road that Silliphant called " . . . an expression of going somewhere . . . the backbone of

America" symbolizes the way the U.S. highways and the highways of earlier and later days serve the country, in good times and in bad, in glory and in obscurity.

Suggested stamp design: in the background, a U.S. 66 shield; in the foreground, a "flivver" filled with a Dust Bowl family and its possessions.

### **The National System of Interstate and Defense Highways**

This contemporary marvel is so commonplace, we often overlook how it has helped transform the country--reshaping our cities and our suburbs, driving the economic engine, bringing people closer together and changing the lives of every American. The origins of the Interstate System can be traced to the 1930's. The call for better interregional highways was growing. For example, President Franklin D. Roosevelt advocated construction of transcontinental toll highways as a work relief project. At the request of President Roosevelt and, later, at the direction of Federal law, the Federal Government studied the idea in the late 1930's and early 1940's. But significant development was delayed by World War II and the Korean War. In 1954, President Dwight D. Eisenhower announced a "Grand Plan" for a 10-year highway program that included rapid intercity and interregional highways. Two years later, after financing and other details had been worked out in Congress, President Eisenhower signed the Federal-Aid Highway Act of 1956, establishing the Interstate Highway Program. Today, over 97 percent of the System is open. Its role was described by President Reagan in a proclamation (copy attached) declaring "National Interstate Highway Day" in June 1986 to honor the System's 30th Anniversary. He said, "As the world's largest and most successful transportation and public works project, it has enhanced travel and has helped join the Nation together to supply raw material, finished goods, food, and other essential products and services, and contributed to the national defense." The attached news release issued by the U.S. Department of Transportation on June 25, 1986, discusses how the Interstate System has changed the country. As it says, the Interstate System is an "engineering masterwork" unrivaled in history.

President Eisenhower considered his role in creating the Interstate Highway Program one of his greatest achievements. He valued good highways, having learned their importance as a participant in the first coast-to-coast convoy of army motor vehicles--the convoy took 62 days to cross the country on the Lincoln Highway in 1919. He also had seen the military value of good roads by observing how the Autobahn superhighway network helped Germany during World War II.

Suggested stamp design: Two stamps, one showing the Interstate highway network in the East, the other showing the western half of the System, with a picture of President Roosevelt on the Eastern stamp and President Eisenhower on the Western.

Many other highways have played an important role in the history of the United States. Daniel Boone's Wilderness Road, the Boston Post Road, the Natchez Trace, the Sante Fe Trail, and the Alaska Highway immediately come to mind. However, the five chosen for this proposal are representative both of their era and of the theme of the suggested series, "Highways That Changed America."

Logansport Ind

Mr Shewer arranged copies

Harry L. Lindquist  
2 W 46 St  
New York

Chairman National  
Federation of Stamp  
Clubs

Sequels Stamp

This man is the  
impulse we in  
Council will new stamps



